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SOURCE Newspapers as indicated.

BUILD EQUIPMENT FOR VOLGA-DON CANAL LOCKS

SPECIAL DEVICE TO BE USED IN TIME OF FLOOD -- Kiev, Pravda Ukrainy, 20 Dec 51

The Khar'kov Plant imeni Lenin recently delivered ahead of schedule a 40-ton device to be used for raising a Volga-Don sluice gate in time of flood. The plant has turned out many items for the great construction projects.

Several above-plan telfers, some monorail hoists, and a heavy overhead traveling crane are now being completed at the plant.

SEND 20 MECHANISMS -- Stalinabad, Kommunist Tadzhikistana, 21 Dec 51

The Novo-Kramatorsk Plant imeni Stalin has sent the Volga-Don Canal builders 20 special mechanisms for canal lock gates.

ORSK CONTRIBUTES MANY ITEMS -- Moscow, Moskovskaya Pravda, 30 Dec 51

Since the beginning of 1951, the Orsk Construction Machinery Plant has sent the great construction projects 250 sets of lock equipment.

Petrozavodsk, Leninskoye Znamya, 9 Jan 52

The Orsk Construction Machinery Plant has completed a special hoisting mechanism which will be used to lift fish through the locks of the Volga-Don Canal.

Moscow, Izvestiya, 30 Jan 52

Orsk machine builders have shipped to the site of the Volga-Don Canal some mechanisms for the water intakes of the Azov pumping station and the Don irrigation canals. Mechanisms for the Tsimlyanskaya GES project have been completed.

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SHIP ABOVE-PLAN SPARE PARTS -- Moscow, Vechernyaya Moskva, 8 Feb 52

During 1951, the Elektrostal' Novo-Kramatorskiy Plant imeni Stalin built 32 mechanisms for the Volga-Don Canal lock gates. Several tons of above-plan spare parts were sent to the canal builders.

Assembly of two complex hoisting mechanisms for the construction projects is now being completed.

Moscow, Moskovskaya Pravda, 13 Feb 52

A giant hoisting mechanism for a new bridge across the Volga is now being assembled in the reduction-gear shop of the Elektrostal' Novo-Kramatorskiy Plant imeni Stalin. The plant has orders for similar mechanisms for bridges over the Don and Dnepr rivers. The mechanisms will raise sections of the bridges.

Production costs of these hoisting mechanisms have been reduced by designing sheaves, reducers, hand levers, brakes, and locking devices of the same type for all the hoists.

The first hoisting mechanism for the Volga bridge was completed ahead of schedule.

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